

Ordinance: Establish a new Transportation Utility Fee to help fund basic maintenance and safety of the City's transportation system (add Code Chapter 17.20)

Document number: [2026-113](#)

Committee: Finance and Governance Committee of the Whole

Agenda Date: April 15, 2026

Amendment Summary: Koyama Lane Amendment 1 sets a 25% minimum expenditure floor on funding revenues for the Transportation Utility Fee to specifically achieve Vision Zero and traffic safety goals. The amendment also removes language related to capital projects, adds language to ensure Vision Zero improvements are related to action plans, addenda and programming, removes language that restricts bicycle and pedestrian improvements to within the right-of-way, and adds language to include sidewalk improvements that enhance safety as identified in the Sidewalk Improvement and Paving Program.

Amended Ordinance text:

H. ~~Additional~~ No less than 25% of the Transportation Utility Fee revenue ~~may~~ shall be ~~used for~~ expended on activities that move us closer to our Vision Zero goals. ~~These revenues~~ programming and shall not be used for major roadway ~~expansion. or 'capital' projects except when directly associated with~~ expansion. ~~maintenance, safety, or preservation of existing infrastructure.~~ Eligible activities include ing:

1. Vision Zero improvements identified in the Vision Zero Action Plans, addenda, and programming
- ~~1.2.~~ 2. Sidewalk improvements, but not paving, that enhance safety as identified in the Sidewalk Improvement and Paving Program
- ~~2.3.~~ 3. Bicycle or pedestrian safety improvements ~~within existing right-of-way~~
- ~~3.4.~~ 4. Intersection safety modifications that do not add general purpose travel lanes
- ~~4.5.~~ 5. Safety improvements associated with resurfacing projects
- ~~5.6.~~ 6. ADA upgrades required during sidewalk repair